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HIGH PERFORMANCE, LOW COST:

THE ATC-810 TWIN ENGINE COCKPIT PROCEDURES TRAINER/IFR FLIGHT SIMULATOR

Brand new for 1980, the ATC-810 Twin Engine CPT/IFR Flight Simulator achieves state-of-the-art advancement in simulator technology with its dedicated microprocessor-controlled system.

The ATC-810 flies like your airplane. The yoke is responsive and the trims realistic. Pitch trim relieves yoke pressure and nose trim relieves rudder pedal pressure. Pedal pressures are a function of airspeed so near Vmc the pedals become "soft" and at cruise the pedals are "firm".

An engine failure causes a deflection of the rudder as the ATC-810 gives the indications of yaw into the bad engine. As you step on the rudder on the side of the operating engine, up to 150 lbs. of foot pressure are required to maintain directional control. Then go through your emergency checklist, shutting down and feathering the bad engine. Trim out the pedal pressure and the yoke pressure with the nose trim and the pitch trim and add a little aileron trim into the good engine to bring the aircraft back to stable flight within a "one engine out" flight performance envelope.

The 810 comes with an Annunciator Panel, a vital feature you expect to find in flight trainers capable of simulating emergency cockpit procedures. The Instructor Fault Panel on the ATC-810 enables simulation of 23 aircraft system problems/failures and the applicable instruments respond in a realistic manner. For instance, an instructor can reduce fuel pressure to the low pressure limit which will cause the Fuel Boost Annunciator to illuminate. Proper pilot response of emergency fuel pump "ON" will restore fuel pressure to the safe operating range. However, the instructor can continue to reduce fuel pressure and cause an engine failure. Additional problems and fault conditions can be created by using combinations of failures.

The 810 provides a plug-in Read-Only-Memory (ROM), which creates the navigational area. Every ATC-810 simulator comes equipped with our standard navigational area program which includes the low altitude chart for the New York to Philadelphia area covering major airports like JFK, LaGuardia, Newark, Teterboro, Philadelphia International and North Philadelphia.

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ATC®

Product Bulletin

Typically, the standard navigational area includes:

- ★ 65 airports for takeoff and landing
- ★ 36 VORS stations
- ★ 23 LOMS
- ★ 18 ADF stations
- ★ 38 ILS approaches
- ★ 4 CAT II approaches
- ★ 153 instrument approaches

The ATC-810 high performance, low-cost Twin contains the following:

- ★ Instrument Flight Panel and Power Quadrant
- ★ State-of-the-art Computer with Microprocessor and Memory
- ★ Pressure-sensitive Rudder Pedals with Toe Brakes
- ★ Cabin and Pilot Seat
- ★ Instructor Fault Panel
- ★ Instructor/Student Communication System

The 810 offers the options you've told us you want:

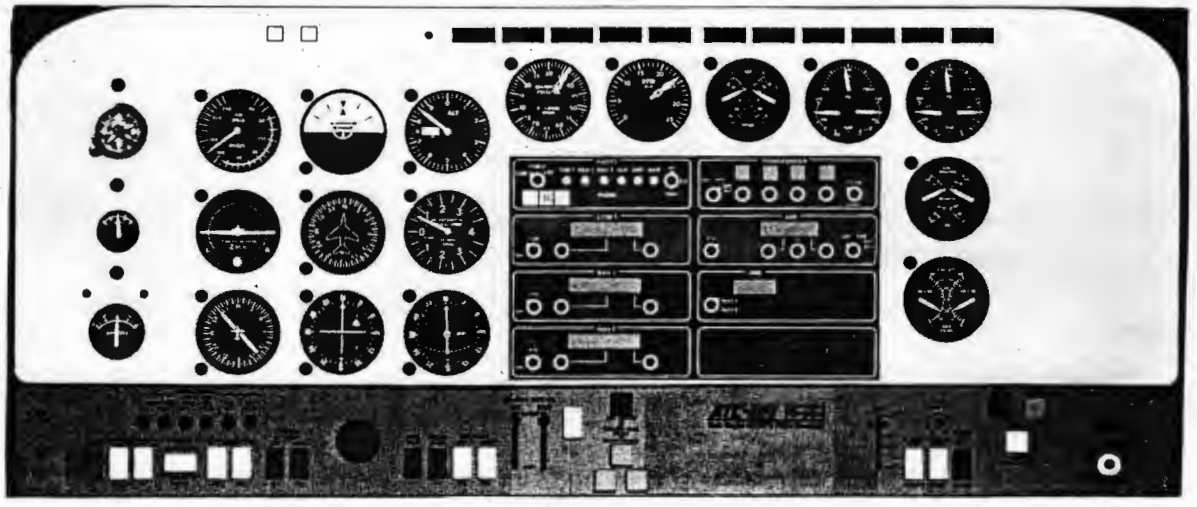
Available Now

- ★ Flight Plotter
- ★ Horizontal Situation Indicator (HSI)
- ★ Cockpit cover with windscreen

Future (subject to your needs and FAA approval)

- ★ Visual Display
- ★ Flight Director
- ★ RNAV

Optional HSI



Standard ATC-810 Instrument Panel

ATC-810 Twin Engine CPT/IFR Flight Simulator

SPECIFICATIONS

FEATURES

- ★ Realistic flight characteristics
- ★ CAT II capability
- ★ Flight performance above and below Vmc
- ★ Service ceiling FL 240
- ★ Rate of turn proportional to angle of bank and inversely proportional to airspeed
- ★ Engine start and restart sequence in-flight and on the ground
- ★ Fuel management including X feed
- ★ Takeoff and landing modes
- ★ Independent engine feathering
- ★ Full IFR navigational capability with "real world" navigation
- ★ Comprehensive instructor fault panel
- ★ Annunciator panel
- ★ Realistic engine-out and emergency procedures
- ★ Trims relieve yoke and rudder pedal pressures
- ★ LED radio frequency displays
- ★ OM/MM/IM coded audio and twin engine sounds including prop sync, stall and gear warning
- ★ Differential thrust control
- ★ Toe brakes
- ★ Gear-in-transit and down-and-locked lights
- ★ Verify field in sight mode
- ★ Aircraft position preset
- ★ Freeze mode
- ★ Instant flight set-up mode

Pilot Controls:

Control column
Rudder pedals
Throttle controls
Propeller controls
Mixture controls
Elevator trim
Roll trim
Rudder trim
Fuel shut-off
Crossfeed
Fuel selector-inboard/outboard
Split master/alternator switches
Magneto switches
Start switch
Fuel pump switches
Landing gear selector
Flap control selector
Cowl flaps control
Circuit breakers
Pitot heater switch
Panel intensity dimmer switch
De-icing control switches
Key lock

Radio/NAV Equipment:

Digital DME
RMI indicator/ADF indicator
VOR/ILS head
VOR/LOC head
Clock/lapse time
Audio marker beacon receiver
ADF receiver
2-200 channel NAV receivers
720 channel COM radio
4096 code transponder
Audio control panel
Mike and earphone jacks
2 head sets with boom mikes
Lapse-time meter (Hobbs)

Flight Instruments:

Airspeed indicator
Turn coordinator
Altitude indicator
Heading indicator
Vertical speed indicator
Altimeter
Magnetic compass

Engine Gauges:

Dual manifold pressure
Dual RPM
Dual EGT
Dual fuel pressure
Dual oil pressure
Dual CHT
Dual oil temperature
Two fuel gauges
Gyro pressure gauge
Ammeter

Annunciator Warning Panel:

Flap Condition
Left Pneumatic
Right Pneumatic
Left Boost Pump
Right Boost Pump
Left Fuel Flow
Right Fuel Flow
Left Alternator Inoperative
Right Alternator Inoperative
Cabin
Baggage
No Smoking
Seat Belt

Instructor Fault Panel:

Asymmetrical Flaps
Landing Gear Inoperative
Propeller Over/Under Speed
Cylinder Head Temperature Over/Under
Loss of Oil Pressure
Loss of Fuel Pressure
Gyro Pressure Malfunction
Wind Direction and Velocity Control
Turbulence Control
Icing-Wing
Icing-Air Induction
Icing-Pitot Head
ILS Runway Selector
Microphone and Earphone Jacks